

1998, the vehicle manufacturers are required to report on this phase-in, to the agency. The July 31, 1996 notice also specifies the reporting requirements, as specified in 49 CFR, part 590.

Description of the need for the information and proposed use of the information—In order to ensure manufacturers are complying with new provision for back door locks and retention components in Standard 206, NHTSA needs reports from manufacturers of new passenger cars, multipurpose vehicles and trucks which have liftgates, hatchbacks, rear cargo doors or sliding doors which are applicable to the Standard 206. For each report, the manufacturer will provide (in addition to administrative necessities such as identity, address) numerical information from which NHTSA will be able to determine whether a manufacturer complies with the percentage phase-in requirements. The required numerical information will include the total number of vehicles manufactured during the production year that are equipped with back door locks and retention components that comply with the new provisions of Standard 206, and the total number of vehicles produced.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information—NHTSA anticipates that no more than 35 vehicle manufacturers will be affected by the requirements. NHTSA does not believe any of these 35 manufacturers is a small business (i.e., one that employs less than 500 persons.) Each manufacturer must file one report. Additionally, the NHTSA may request compliance information on a specific model vehicle during the first year of the phase-in.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—NHTSA estimates that each manufacturer will need 12 hours per year of time for recordkeeping and 24 hours per year to prepare a report, at a cost of \$30.00 per hour. Thus, the number of estimated reporting burden hours a year on 35 manufacturers at 1 report per manufacturer and 36 person hours, \$30 per hour at an annual cost to the public of \$37,800.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: January 29, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards

[FR Doc. 98-3193 Filed 2-6-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreements for Development of Crash Outcome Data Evaluation Systems

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary cooperative agreements to assist in the development and use of Crash Outcome Data Evaluation Systems (CODES) in states not previously funded to develop CODES.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to assist states in the development and use of Crash Outcome Data Evaluation Systems (CODES) and solicits applications for projects under this program from states who have not previously been funded to develop CODES. Under this program states will link their existing statewide traffic records with medical outcome and charge data. The linkage will involve population-based data for the two most current calendar years of available data since 1994 and must result in a linked data file that, if not statewide, is representative and generalizable for highway traffic purposes statewide. The linked data will be used to support highway safety decision-making statewide to reduce deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. The linkage and highway traffic safety application of the linked data for decision-making must be completed within 18 months of the funding date.

DATES: Applications must be received at the office designated below on or before April 30, 1998.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30) ATTN: Henrietta R. Mosley, 400 7th Street, SW, Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-98-H-07086. Interested applicants should contact Ms. Mosley to obtain the application packet. Included in the application packet are reports about data linkage and applications for linked data developed by the CODES project.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Henrietta R. Mosley, Office of Contracts and Procurement.

All questions and requests for copies may be directed by e-mail at hmosley@nhtsa.dot.gov or, if necessary, at (202) 366-9570. Programmatic questions relating to this cooperative agreement program should be directed to Dennis Utter, CODES COTR, Room 6125, (NRD-31) 400 7th Street SW, Washington, DC, 20590 or by e-mail at dutter@nhtsa.dot.gov or, if necessary at (202) 366-5351.

SUPPLEMENTARY INFORMATION:

Statement of Work

Background

Crash data alone are unable to convey the magnitude of the medical and financial consequences of the injuries resulting from motor vehicle crashes or the success of highway safety decision-making to prevent them. Outcome information describing what happens to all persons involved in motor vehicle crashes, regardless of injury, is needed.

Person-specific outcome information is collected at the crash scene and en route by EMS personnel, at the emergency department, in the hospital, and after discharge. When these data are computerized and merged statewide, they generate a source of population-based outcome data that is available for use by state and local traffic safety and public health professionals. Linking these records to statewide crash data collected by police at the scene is the key to determining the relationships among specific vehicle, crash, and occupant behavior characteristics and their medical and financial outcomes.

The feasibility of linking crash and medical outcome (EMS, emergency department, hospital discharge, death certificate, claims, etc.) data was demonstrated by the Crash Outcome Data Evaluation System (CODES) project. This project evolved from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which mandated that the National Highway Traffic Safety Administration (NHTSA) prepare a Report to Congress about the benefits of safety belt and motorcycle helmet use. NHTSA provided funding to the States of Hawaii, Maine, Missouri, New York, Pennsylvania, Utah, and Wisconsin to link their state data and use the linked data to analyze the effectiveness of safety belts and motorcycle helmets. The Report was delivered to Congress in February, 1996. In 1997, NHTSA awarded additional CODES grants to seven states—Connecticut, New Hampshire, Maryland, North Dakota, South Dakota, Oklahoma, and Nevada—for CODES linkage and development of state

specific highway traffic safety applications for linked data.

The CODES project also demonstrated that linked data have many uses for decision-making related to highway safety and injury control. In addition to demonstrating the effectiveness of safety belts and motorcycle helmets on death, injury, and costs, the CODES states used the linked data to identify populations at risk for increased severity or high health care costs, the impact of different occupant behaviors on outcome, the safety needs at the community level, the allocation of resources for emergency medical services, the injury patterns by type of roadway and geographic location, and the benefits of collaboration on data quality. In 1996, NHTSA awarded funds to three CODES states (New York, Pennsylvania, Wisconsin) and three states who linked crash and medical data without CODES funding (Alaska, Connecticut, New Mexico) to develop new state-specific highway traffic safety applications for linked data that would be useful for their highway traffic safety decision-making. A list of these applications and others can be found in the publication *Catalog of Types of Applications Implemented Using Linked State Data*, DOT HS 808 581, April 1997.

CODES focuses on using existing data resources for highway traffic safety applications for which they were not originally developed. Consequently, CODES efforts develop and strengthen collaboration among the existing data owners, particularly the technical experts who have experience collecting, computerizing, and analyzing the state data. Training this group of technical experts to perform the linkage and to develop state-specific applications for the linked data has facilitated institutionalization of CODES using subsequent years of data.

The original CODES states have demonstrated that data linkage helped fulfill expanded data needs without the additional expense and delay of new data collection. The linkage process itself provided feedback about data quality and content problems which led to improvements in the state data. Because NHTSA relies on state data for its various functions, it is also in NHTSA's interest to develop data linkage capabilities among all of the states nationally as a means not only to assist States to obtain outcome information but also to improve the quality of state data.

Objective

The objective of this Cooperative Agreement is to provide resources for states to:

1. Link and institutionalize the capability to link state crash and medical outcome data to identify the medical and financial consequences of motor vehicle crashes.

2. Utilize this information in crash analysis, problem identification, and program evaluation to improve decision-making at the local, state, and national levels related to preventing or reducing deaths, injuries, and direct medical costs associated with motor vehicle crashes.

3. Provide NHTSA with population-based linked crash and injury data to analyze specific highway safety issues of interests to NHTSA in collaboration with the CODES states.

4. Develop data linkage capabilities as a means of improving the quality of state data which support NHTSA's national data.

This cooperative agreement is not intended to fund basic development of data systems. However, it is hoped that this project will inspire those States who have already decided to develop state data to expedite their processes in order to become eligible for CODES funding.

General Project Description

1. Establish a CODES collaborative network.

- a. Convene a Board of Directors consisting of the data owners and major users of the State data. The CODES Board of Directors will be responsible for managing and institutionalizing the linked data, establishing the data release policies for the linked data, supporting the administrative functions of the grantee, ensuring that data linkage and application activities are appropriately coordinated within the State, and resolving common issues related to data accessibility, availability, completeness, quality, confidentiality, transfer, ownership, fee for service, management etc. The CODES Board of Directors will meet monthly.

- b. Convene a CODES Advisory Group consisting of the CODES Board of Directors and other stakeholders interested in the use of linked data to support highway safety, injury control, EMS, etc. The CODES Advisory Committee will be informed of the results of the data linkage, highway traffic safety uses of the data for decision-making, the quality of the state data for linkage and the quality of the linked data for analysis. The CODES Advisory Committee will meet twice a year.

- c. Promote coordination of the various stakeholders through use of the Internet, teleconferencing, joint meetings, and other mechanisms to ensure frequent

communication between all parties to minimize the expense of travel.

2. Link population-based crash data to injury outcome data for all persons, injured and uninjured, involved in police-reported motor vehicle crashes for the two most current calendar years of available data since 1994.

- a. As a minimum, the CODES linkage should consist of statewide crash data linked to hospital and either EMS or emergency department statewide data, preferably both. States without either statewide EMS or statewide emergency department data are eligible if this type of outpatient information can be obtained in one of the following ways:

- (1) Through statewide insurance claims data for every person injured in a motor vehicle crash;

- (2) By demonstrating that available EMS or ED data are representative and generalizable for highway traffic safety purposes statewide; or,

- (3) By computerizing uncomputerized records to be included in state data files.

- b. Linkage to other data files, such as driver licensing, vehicle registration, citation/conviction records, insurance claims, HMO/managed care/etc. outpatient records, etc. may be necessary to support the linkage and/or the state's choice of highway traffic safety application to support highway traffic safety decision-making.

3. Develop at least one state-specific highway traffic safety application important for highway safety and/or motor vehicle injury control decision-making and demonstrate the potential for its impact on reducing death, injury, and direct medical costs associated with motor vehicle crashes.

4. Institutionalize the CODES linkage process and use of linked data for highway traffic safety decision-making by establishing an administrative structure and making the linked data available to users.

- a. Assign an agency to be responsible for the linkage and to provide the following:

- (1) A computer dedicated to CODES;

- (2) A staff member to coordinate CODES activities;

- (3) Cross-training of sufficient staff to ensure continuation of the linkage capability in spite of personnel changes during and after the project period;

- (4) Loading into the dedicated CODES computer the existing computerized statewide, population-based data files to be linked;

- (5) Performing the linkage using the probabilistic software recommended by NHTSA;

- (6) Validating the linkage results by evaluating the rate of false positives and

false negatives among the linked and unlinked records;

(7) Maintaining written documentation of the file preparation, linkage and validation processes so that they can be easily replicated after Federal funding ends; and,

(8) Maintaining a data dictionary for the linked data file.

b. Develop resources to make the linked data accessible to all users.

(1) Develop the computer programs needed to produce and distribute routine reports, respond to data requests, and provide access to the linked data for analytical, management, planning, and other purposes;

(2) Develop a public-use version of the linked data, copies of which will be distributed upon request; and,

(3) Use the Internet and other electronic mechanisms to efficiently distribute and share information generated from the linked data.

5. Work collaboratively with NHTSA to implement the Cooperative Agreement.

a. Attend initial briefing and two technical assistance meetings;

b. Provide NHTSA a version of the linked database which conforms to the state laws and regulations governing patient/provider confidentiality, yet satisfies minimum NHTSA data needs;

c. Assist NHTSA when NHTSA uses the state's linked data to analyze specific highway safety issues and report on them; and,

d. Collaborate with NHTSA on developing new uses for the linked data.

NHTSA Involvement

NHTSA will be involved in all activities undertaken as part of the Cooperative Agreement program and will;

1. Provide a Contracting Officer's Technical Representative (COTR) to participate in the planning and management of the Cooperative Agreement and coordinate activities between the grantee and NHTSA.

2. Provide, at no cost to the grantee, training and technical assistance by CODES experts on-site and off-site as necessary during the project to assist the grantee in preparing the files for linkage, implementing probabilistic linkage techniques, validating the linkage results, developing highway traffic safety applications for the linked data, and organizing the CODES Board of Directors and Advisory Committee.

3. Specify the formats for all deliverables to NHTSA.

4. Conduct Initial Briefing at NHTSA Headquarters in Washington, DC (date and time to be scheduled within 30 days after the award). The purpose of the

meeting will be to review the goals and objectives of the project, discuss implementation of the linkage software, identify the tasks to be specified in the action plan for the data linkage, evaluate highway traffic safety applications using the linked data for decision-making, and discuss agendas for the Board of Directors and Advisory Committee.

5. Conduct Two Technical Assistance Meetings for the purpose of technology transfer. The first meeting, to be scheduled during the ninth month of funding, will be organized to share data linkage experiences, review the state-specific highway traffic safety applications of linked data, and resolve common problems. The second meeting will be scheduled at the end of the funding period for the purpose of sharing results and making recommendations for future CODES projects. Locations for the Workshops are to be determined based on the location of the Grantees. However, for purposes of cost estimation, assume the Workshops will be held in Washington, DC.

6. Collaboratively work with the state when using the state's linked data to analyze specific highway safety issues and report on them.

Period of Support

The project study effort described in this announcement will be supported through the award of up to six (6) Cooperative Agreements, depending upon the merit of the applications received and the availability of funding. It is anticipated that individual award amounts will range from \$200,000–\$250,000. Project efforts involving linkage of the state data and applications for the linked data must be completed within eighteen months after funding.

Allowable Uses of Federal Funds

1. For general project requirements, the following cost items are considered to be allowable uses of Federal funds:

a. Costs of personnel resources necessary to perform project management activities, data linkage and processing activities, highway traffic safety applications of linked data for decision-making, and reporting requirements. Personnel may be members of the grantee organization or loaned by organizations represented on the CODES Board of Directors. Because the linkage process is relatively easy to implement in the second year by persons who have linkage experience, it is important that the staff trained under this project be available to repeat the linkage and train others in subsequent years.

b. Costs of a dedicated computer and the software resources (microcomputer(s), of work station, modem, etc.) relative to the volume of records to implement the probabilistic linkage technology and generate, from the linked data, information useful for decision-making. The computer resources must be dedicated for linking the data and generating output from the linked data so that the highway safety and injury control communities have timely access to the linked data when needed to promote highway safety and injury control objectives during and after the project. The computer resources belong to the state's CODES efforts so must be located to facilitate use by CODES data owners and project staff. Funds may not be used to upgrade an existing computer that is primarily used by non-CODES personnel to meet non-CODES-related responsibilities of the organization. The computer and software resources may not be permanently tied to an existing computer network in such a way as to preclude their movement in the future, as directed by the CODES Board of Directors, to another organization more interested in continuing the linkage and highway traffic safety applications for the linked data.

c. Costs, if necessary, to obtain mission data and/or to expedite the computerization of existing statewide data are limited to no more than 20% of the records in those state data files that already have reached at least a 80% computerization rate.

d. Costs, if necessary, to purchase access to existing statewide computerized injury data such as EMS, emergency department, inpatient, census, and claims for linkage.

e. Costs to perform additional edits and logic checks on the databases to be linked to facilitate the data linkage. Specifically, these edits will address data accuracy problems such as: (1) Out of sequence military times for time of crash, time of report to police and/or time of arrival by police at the scene; (2) town and county codes inconsistent with policy and EMS service areas; (3) ages inconsistent with date of birth; (4) hospital destinations inconsistent with the location of the crash; (5) resolving duplicate and unsure matches; and, (6) performing other edits appropriate to the State's data.

f. Costs to convene the CODES Board of Directors and the CODES Advisory Committee.

g. Costs to generate a copy of the linked data for the two most current calendar years of available data since 1994 for transfer to NHTSA in the specified electronic media and format.

h. Costs to create a public use version of the linked data within the state.

i. Costs related to use of the Internet, teleconferencing, joint meetings, and other mechanisms to ensure frequent communication and distribution of the information generated from the linked data among all stakeholders.

j. Costs to develop computer programs to automate the linkage process and generate routine reports to support institutionalization of CODES.

k. Travel costs for up to three (3) CODES staff members to Washington, DC, for initial briefing and two technical assistance meetings.

Eligibility Requirements

The agency will make a maximum of one (1) aware per state. The grantee must be a state agency, or an educational institution or non-profit organization within that state that is associated with motor vehicle injury control. States which have previously been funded to develop CODES are not eligible.

Application Procedure

Each applicant must submit one original and five copies of the application package to: NHTSA, Office of Contracts and Procurement (NAD-30), ATTN: Henrietta R. Mosley 400 7th Street, SW., Room 5301, Washington, DC 20590. Applications must be typed on one side of the page only. Applications must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-98-H-07086. Only complete application packages received on or before 2 P.M., April 30, 1998 will be considered.

Application Content

1. The application package must be submitted with OMB Standard Form 424 (REV. 4-88, including 424A and 424B), Application for Federal Assistance, with the required information filled in and certified assurances signed. While the Form 424A deals with budget information and Section B identifies Budget Categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed total costs. A supplemental sheet shall be provided which presents a detailed breakdown of the proposed costs, as well as any costs which the applicant indicates will be contributed in support of this project. Applicants shall assume that awards will be made by September 25, 1998 and should prepare their applications accordingly.

2. The application shall include a program narrative statement of not more

than 20 pages which addresses the following as a minimum:

a. A description of the State's current highway traffic safety goals as developed from performance monitoring, SMS or other planning processes aimed at reducing unnecessary death, injury, and costs of injuries resulting from motor vehicle crashes. This description should indicate how the linked data will be important for achieving these goals. In the description include total crashes and total persons involved in crashes by police-reported injury severity level;

b. A description of the proposed organization of the CODES Board of Directors and Advisory Committees and their proposed functions and responsibilities;

c. A brief description of the data files to be linked for this project. The following information should be included for each data file to be linked;

(1) The reporting threshold (including types of records excluded such as uninjured occupants);

(2) Compliance rate statewide;

If data are not statewide, demonstrate that the linkage is feasible in spite of the missing records and that the final linked data file will be representative and generalizable to the entire state for highway traffic safety purposes.

If data file is not completely computerized statewide but the state intends to complete the computerization to make the data available for performance under this cooperative agreement, indicate the percentage of the uncomputerized records statewide to be computerized, the estimated cost, and if this activity will continue in the future without CODES funding.

(3) The date when the data file will be available for use;

(4) A list of the event and person-specific data elements which could be used for linkage; and,

(5) A description of state laws or regulations governing patient/provider confidentiality that will restrict use of the data for linkage and/or transfer of the CODES data file to NHTSA.

d. A description of the proposed plan for linkage including strategies for cross-training sufficient staff to compensate for personnel changes and for ensuring adequate documentation of the file preparation, linkage and validation processes;

e. A description of a suggested highway traffic safety application for linked data that the State will implement to reduce unnecessary death, injury, and costs resulting from motor vehicle crashes and how it was chosen;

f. A description of how the linked data will be made available to users;

g. A description of the resources and experience of the organization proposed to manage the project, particularly related to promoting the collaboration and coordination necessary to successfully complete the project and institutionalize CODES;

h. A description of the capabilities of the CODES team to fulfill the terms of the cooperative agreement, including a brief description of the organizational entity and of the qualifications, employment status (permanent, temporary), current responsibilities, and proposed level of effort for the project director, staff responsible for the linkage, and staff responsible for the state specific highway traffic safety application. Resumes for key personnel should be included in the Appendix;

i. Letter of support from the State's Governor's Highway Safety Representative explaining the importance linked data for performance monitoring, Safe Communities and other highway safety activities in that state; and,

j. A list of the proposed activities in chronological order and a time line to show the expected schedule of accomplishment and their target dates.

3. The application shall include an appendix. A large appendix is strongly discouraged. Additional material other than what is specified below should be included only when necessary to support information about data linkage, highway traffic safety applications for linked data or institutionalization discussed in the application. Do not send copies of brochures, documents etc., developed as the result of a collaborative effort in the State. The appendix should include the following:

a. Letters of support from each proposed member of the CODES Board of Directors. The letter of support should document:

(1) Why linked data are important to the organization;

(2) The organization's need for linked data to support its activities;

(3) The organization's level of commitment in terms of the staff, equipment resources, and/or funding support that will be available for the linkage and/or to institutionalize CODES;

(4) The organization's willingness to collaborate with other data owners to support shared ownership of the linked data; and,

(5) The organization's permission to release the linked data to NHTSA at the end of the project.

b. Letters of support may be submitted from members of the CODES Advisory Committee (excluding the members of

the Board of Directors described above); and,

c. Resumes for the following:

- (1) Project Director;
- (2) Key personnel proposed for the data linkage; and,
- (3) Key personnel proposed to develop highway traffic safety applications for the linked data.

Application Review Process and Evaluation Factors

Initially, all application packages will be reviewed to confirm that the applicant is an eligible recipient and to ensure that the application contains all of the items specified in the Application Content section of this announcement. Each complete application from an eligible recipient will then be evaluated by an Evaluation committee. The applications will be evaluated using the following criteria which are listed in descending order of importance:

1. Technical approach for project completion (40%). The reasonableness and feasibility of the applicant's approach for successfully achieving the objectives of the project within the required time frame. The appropriateness and feasibility of the applicant's proposed plans for data linkage and state specific highway traffic safety applications for the linked data. Evidence that the applicant has the necessary authorization and support from data owners to access the state data, particularly financial and injury severity and type data, which are not routinely available for highway safety analyses.

2. Understanding the intent of the program (20%). The applicant's recognition of the importance of CODES to obtain medical and financial outcome data which are necessary for a comprehensive evaluation of the impact of highway safety and injury control countermeasures. The applicant's understanding of the importance of developing CODES, as a meaningful and appropriate strategy for improving state traffic records capabilities and ensuring the continuation of CODES after completion of this project.

3. Project personnel (20%). The adequacy of the proposed personnel to successfully perform the project study, including qualifications and experience (both general and project related), the various disciplines represented, and the relative level of effort proposed for the professional, technical and support staff.

4. Organizational capabilities (20%). The adequacy of organizational resources and experience to successfully manage and perform the project, particularly to support the collaborative

network and respond to the increasing demand for access to the linked data. The proposed coordination with and use of other organizational support and resources, including other sources of financial support.

Depending upon the results of the evaluation process, NHTSA may choose to alter the number of awards. In addition, NHTSA may suggest revisions to applications at a condition of further consideration to ensure the most efficient and effective performance consistent with the objectives of the project. An organizational representative of the National Association of Governors' Highway Safety Representatives will be assisting in NHTSA's technical evaluation process.

Special Award Selection Factors

After evaluating all applications received, in the event that insufficient funds are available to award to all meritorious applications, NHTSA will consider the following special award factors in the award decision.

1. Priority will be given to the applications from those States with statewide crash, hospital, and either Emergency Medical Services or Emergency Department databases;
2. Priority will be given to those States with statewide data that include everyone involved, injured and uninjured, in motor crashes statewide;
3. Priority will be given to those States able to provide the linked data to NHTSA that meets NHTSA's minimum needs with the fewest restrictions against use of such data; and,
4. Priority will be given to applicants who have the highest probability of maintaining the collaborative network of data owners and users, of institutionalizing the linkage of the crash and medical outcome data on a routine basis, and of continuing to respond to data requests after the project is completed.

Terms and Conditions of the Award

1. Prior to award, each grantee must comply with the certification requirements of 49 CFR part 20, Department of Transportation New Restrictions on Lobbying, and 49 CFR part 29, Department of Transportation government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug Free Workplace (Grants). In addition, grantees must ensure that all required data release agreements, as applicable, are in place by the owners of the data files being linked to transfer the CODES linked database according to

NHTSA specifications to NHTSA for internal analyses by NHTSA staff.

2. Reporting requirements and Deliverables:

- a. Attend Initial Briefing Meeting;
 - b. Detailed Action Plan and Schedule.
- Within 30 days after the Initial Briefing, the grantee shall deliver a detailed action plan and schedule for accomplishing the data linkage and highway traffic safety application of linked data for decision-making, showing any revisions to the approach proposed in the grantee's application. This detailed action plan will be subject to the technical direction and approval of NHTSA and will describe the following:

- (1) Assignment of personnel and purchase of hardware resources required to perform the data linkage.
- (2) The process and milestones for resolving problems expected during linkage and their proposed solutions;
- (3) The process and milestones for obtaining the different files required for linkage including accelerating the State's data processing, if necessary, so that the statewide data are available in a timely manner for the linkage.
- (4) The process and milestones for documenting the file preparation process;
- (5) The milestones for performing and documenting the various phases of the probabilistic linkage and validation processes;
- (6) The process for identifying the limitations of the final linked database;
- (7) The milestones for proposed meeting schedules and actions by the Board of Directors and Advisory Committee;
- (8) Milestones for transferring the state's CODES data to NHTSA;
- (9) The process for ensuring access to the linked data as the users' demand for information increase; and
- (10) The process and milestones for implementing a state specific highway traffic safety application using the linked data that will have the most impact on reducing death, injury, and costs of injuries related to motor vehicle crashes.

c. Detailed Plan to Institutionalize CODES. Within 12 months after the award, the grantee shall deliver a detailed plan to institutionalize CODES. This plan shall include a schedule for obtaining commitment from the CODES Board of Directors and Advisory Committee to continue the CODES linkage and development of new state specific highway traffic safety applications for linked data after federal funding ends showing any revisions to the approach proposed in the grantee's application. This detailed action plan

will be subject to the technical direction and approval of NHTSA;

d. Attend Two Technical Workshops;

e. Progress Reports. The grantee will provide 1-2 page letter-type written progress reports with each request for funds or payment to the NHTSA COTR. These reports will compare what was proposed in the Plan of Action with actual accomplishments during the period of performance; what commitments have been generated; what follow up and support are expected; what problems have been experienced and what may be needed to overcome the problems; and what is specifically planned to be accomplished during the period of performance;

f. Reports of Meetings of CODES Board of Directors and Advisory Committee. Copies of the agenda and minutes for each Board of Directors and Advisory Committee Meeting will be attached to the Progress Report submitted to NHTSA immediately following the meeting;

g. Final Report. The grantee shall deliver to NHTSA, at the end of the project, a final report describing the following:

(1) A description of the state's linked crash and injury data;

(2) A description of the file preparation, linkage, validation processes implemented, the results of the implementation and how they were documented;

(3) A discussion of the limitations of the linked data;

(4) A description of how the State will institutionalize data linkage and continue to use linked data for decision-making;

(5) An estimate of the resources that will be needed to replicate the linkage for subsequent years of data;

(6) A copy of the public-use formats that were successful for incorporating linked data into the State's decision-making processes for highway safety and injury control; and,

(7) A camera ready report describing the highway traffic safety application of linked data implemented by the state and the impact of that application on reducing death, disability, and health care costs resulting from highway traffic safety crashes.

h. CODES Linked Database: The deliverables will include:

(1) The linked database in an electronic media and format acceptable to NHTSA.

(2) Documentation of the definitions and file structure for the linked data file and each of the data elements contained in the linked data files.

(3) An analysis of the quality of the linked data and a description of any

data bias which may exist based on an analysis of the false positive and false negative linked records.

3. Cooperative Agreements awarded as a result of this announcement shall be subject to the National Highway Traffic Safety Administration's General Provisions for Assistance Agreements.

Issued: February 2, 1998.

Patricia Breslin,

Director, National Center for Statistics and Analysis, National Highway Traffic Safety Administration.

[FR Doc. 98-2925 Filed 2-6-98; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3125; Notice 01]

RIN 2127-AH04

Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Publication of preliminary theft data; request for comments.

SUMMARY: This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 1996, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 1996. The theft data preliminarily indicate that the vehicle theft rate for CY/MY 1996 vehicles (3.28 thefts per thousand vehicles) decreased by 8.1 percent from the theft rate for CY/MY 1995 vehicles (3.57 thefts per thousand vehicles).

Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data, and publish the information for review and comment.

DATES: Comments must be submitted on or before April 10, 1998.

ADDRESSES: All comments should refer to the docket number and notice number cited in the heading of this document and be submitted, preferably with two copies to: U.S. Department of Transportation, Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are from 10:00 am to 5:00 pm, Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Mr. Orron Kee, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Mr. Kee's telephone number is

(202) 366-0846. His fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data, and publish the data for review and comment. To fulfill the § 33104(b)(4) mandate, this document reports the preliminary theft data for CY 1996, the most recent calendar year for which data are available.

In calculating the 1996 theft rates, NHTSA followed the same procedures it used in calculating the MY 1995 theft rates. (For 1995 theft data calculations, see 62 FR 44416, August 21, 1997). As in all previous reports, NHTSA's data were based on information provided to the agency by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a governmental system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 1996 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 1996 vehicles of that line stolen during calendar year 1996, by the total number of vehicles in that line manufactured for MY 1996, as reported to the Environmental Protection Agency.

The preliminary 1996 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 1995. The preliminary theft rate for MY 1996 passenger vehicles stolen in calendar year 1996 decreased to 3.28 thefts per thousand vehicles produced, a decrease of 8.1 percent from the rate of 3.57 thefts per thousand vehicles experienced by MY 1995 vehicles in CY 1995. For MY 1996 vehicles, out of a total of 203 vehicle lines, 71 lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994). Of the 71 vehicle lines with a theft rate higher than 3.5826, 67 are